

TWENTY-FIVE BADLY HURT IN COLLISION ON BROOKLYN "L"

Gottfried Moore and Young Donald Spellman, Penned in Crushed Platform, Will Probably Die—Motorman on Outbound Fifth Avenue Train Disregarded Signals.

Two Fifth Avenue Elevated electric trains in Brooklyn collided this morning.

Two persons were probably fatally injured; more than twenty others were badly hurt.

Had the two cars that were derailed been pushed another foot they would have crashed into the street below.

Uninjured passengers had a perilous walk along the ties in constant danger from the third rail.

Several women fainted on the tracks while walking to the station.

Not Far from Bridge.
The collision occurred on the "L" structure in Adams street, between Tillary and Concord streets, a few blocks from the Brooklyn end of the bridge.

The trains involved were No. 405, from Coney Island and Bath Beach, crowded to the platforms with passengers bound for business in this borough and No. 411, bound out with a crowd of pleasure seekers for the seashore.

At the point of the collision trains of the Fifth Avenue system that run to the Manhattan end of the bridge switch off from the main line to a loop that brings them into the bridge structure.

The track upon which this loop is made crosses the south-bound or westerly track. There is a semaphore a little north of Tillary street for the guidance of outbound trains.

Right of way is given to trains bound in around the loop and trains outbound are supposed to stop until the track is clear.

Two Motor Cars Crashed.
It was shortly after 10 o'clock this morning when the Bath Beach train No. 405, the City Hall station bound for Manhattan. The signal was set giving the motorman a clear track around the loop and the switch corresponded with the signal.

He put on the power and had just swung into the switch when he saw the other train bearing down upon him.

The motor cars of both trains came together at the crossing of the loop track and the track for southbound trains. Although the train bound out was light the bulk of the damage was done to the train from Bath Beach.

The motor car of this train telescoped the second coach. Both cars were knocked off the trucks and hung suspended above the street.

The platforms crashed together in the open space between the two tracks in Adams street, and persons on the surface were enabled to see the struggle of the passengers to free themselves.

Crushed Between the Cars.
Gottfried Moore, twenty-eight years old, of Bay Fourteenth street and Bath avenue, Bath Beach, and Donald Spellman, ten, of No. 1233 Gravesend avenue, were standing on the platform of the first car of the Bath Beach train when the collision occurred.

The collision on boy was leaning on the gate and Mr. Moore was standing near the door. Both were crushed between the telescoping cars. The gate on the side where the Spellman boy stood was spread out like a fan and he dropped into the twisted iron with parts of his body held in the wood-work.

Mr. Moore was caught by the legs and hung suspended, head downward, over the street within reaching distance of the boy.

These two were the most seriously injured. Mr. Moore became unconscious but young Spellman did not lose his senses.

Screams Heard for a Block.
He was suffering frightful agony and his screams were heard for blocks above the din in the streets.

As soon as possible employees of the elevated system lowered a rope from the structure, tied it round Mr. Moore's shoulders and drew him up so that his body hung horizontally.

While the condition of Moore and the boy appealed most strongly to those engaged in the work of rescue, the passengers penned in the wrecked cars were in a precarious situation.

The motor car of the Bath Beach train was teetering on the tracks. It appeared to those in the street that it would topple over every time one of the passengers clambered out through a window.

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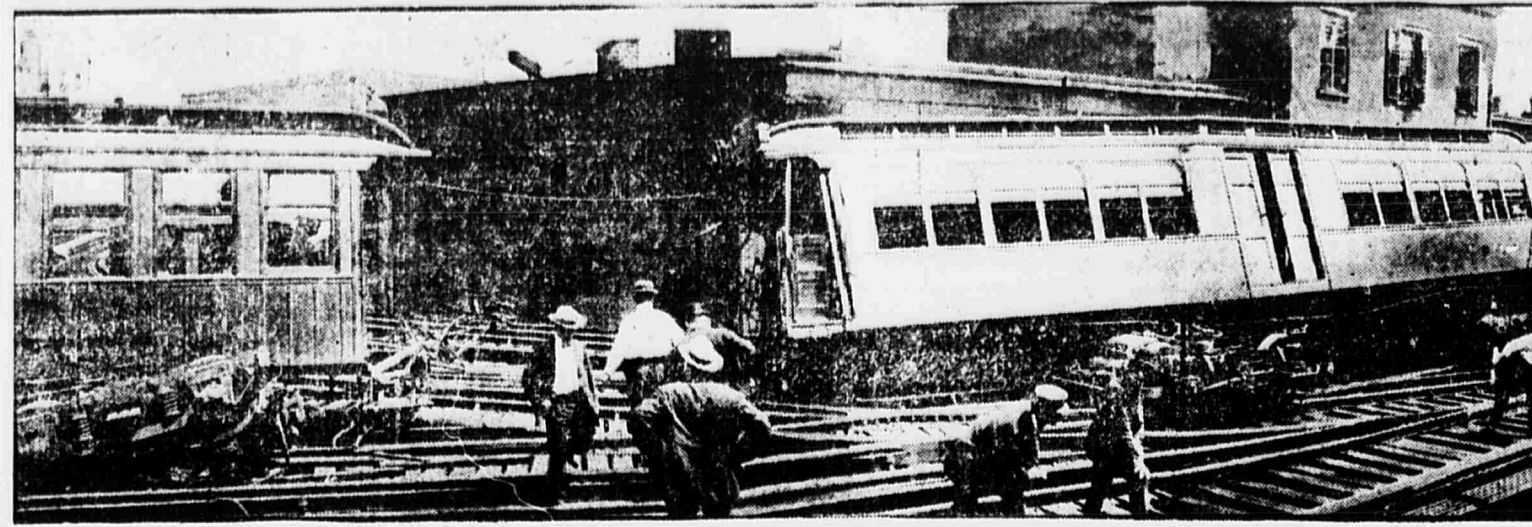
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SCENE OF THE COLLISION ON THE FIFTH AVENUE ELEVATED.
(Photographed by an Evening World photographer twenty minutes after the accident.)



moments a truck with extension ladders was on the scene.

The firemen placed their ladders in position and clambered up to the wrecked cars. Their first work was to secure the wrecked cars with ropes in order to prevent them from falling into the street.

Then they went to work with axes and, aided by employees of the railroad company and policemen, succeeded in getting the injured to the street. The last taken down the ladders were the man and the boy who had been crushed on the platform.

Donald Spellman, ten years old, of No. 1233 Gravesend avenue, was the hero of the wreck. Both of his legs were fractured and he sustained internal injuries, but he was cheerful while the surgeons worked over him in one of the wrecked cars, while all around him men suffering with hurts of a slight nature growled and swore.

One man became hysterical from fright and tried to jump from the "L" structure after he had made his way out of one of the wrecked cars.

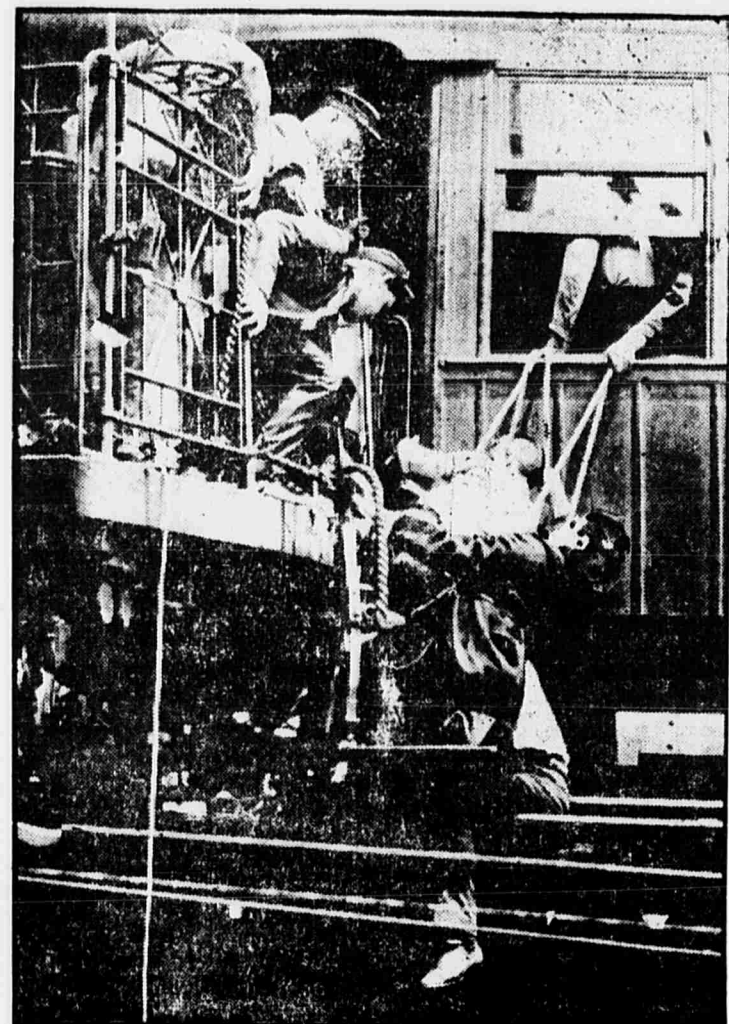
All those injured were taken to drug stores and places of business in the vicinity of the accident. Mrs. Frost, of Green Village, N. J., was on the outward-bound train and was badly hurt.

She was taken to Stein's stable and before a surgeon could be secured to attend to her injuries an agent of the B. R. T. had forced his way to her and was attempting to persuade her to accept a sum of money and sign a release.

Claim Agents Busy.

Other claim agents swarmed about the train before the police and firemen arrived and succeeded in spiriting away many of the injured. One of the agents took two injured women into a drug store at Myrtle avenue and Adams street, forced money on them and almost ran them away by force.

General Manager Smith when he arrived on the scene of the accident said that it appeared that Motorman Sullivan, of the outbound train, was to blame. Sullivan, Smith said, ran



TAKING YOUNG SPELLMAN OUT WITH ROPES.
(Photographed by an Evening World Photographer.)

by two signals set against him and finally disengaged the signal of a switchman.

Blame at Junction.
Persons not connected with the rod but familiar with the way it is managed said that the fault lies with the company. They assert that the signals north of Tillary street were out of order and that the dependence for the safe movement of trains was placed upon a flagman who was stationed at the crossing.

This flagman, according to the persons who tell about the damaged signals got befuddled and signalled both motormen to come ahead.

Motorman Shattuck, of the Bath Beach train, was arrested an hour after the accident. He lives at No. 746 Chansey street, and was found at the office of the company. Orders were given to the police to arrest Motorman Sullivan, but he had not been found at noon. It is believed that Sullivan was hurt. Shattuck escaped without a scratch.

Father Carroll, of St. James's Pro-Cathedral, was near the scene when the accident happened. He climbed the ladders with the firemen and administered the last rites of the Church to several of the injured.

The wreck blocked both tracks, leading to the bridge and a long blockade resulted.

Rumors of the accident, magnified as they travelled, reached the passengers on the stalled trains, and they raced in panic over the tracks for the nearest stations in danger of death by the third rail at every stop.

It was noon before the injured were all away from the wreck.

Blames Outbound Motorman.

Samuel Norman, of No. 997 Decatur street, Brooklyn, the towerman

Public Protected.

Hon. Judge Wing of the Federal Court at New York has just issued a permanent injunction, with costs and damages, enjoining a lawyer named Govey from the manufacture and sale of an imitation of Cascares. Govey imitated the boxes, the shape of the tablets and used a similar sounding name. This is a case of a substitute or say that something "is just as good" when called for, does it in bulk or from jars. We deem it our duty to warn our readers against an imitation or substitute of a substitute or an offer made to sell something "just as good" when Cascares have been asked for, we will be pleased to have a letter to that effect or write direct to the Sterling Remedy Co., New York or Chicago.

at the switch, places the blame for the accident on Motorman Sullivan. Norman says that the signals were set against the outbound train and that when he saw that Sullivan did not obey the order to slow down he leaned out the window of the tower and waved a warning. It appeared to Norman that Sullivan was not looking for signals.

Mrs. Annie Laubelle, of No. 161 West One Hundred and Second street, this morning, accompanied by her seven-year-old daughter Alice, was a passenger on the train bound out. When the collision occurred Mrs. Laubelle picked up the little one, scrambled out of the car and ran over the track to Johnson street, where she clambered to the station platform.

When she reached the street she collapsed and was carried to the Adams street station, where, for a time, her condition was serious. The child was uninjured. Mrs. Laubelle was badly cut about the legs from falling between the ties.

SIGNALS SET FOR OUTGOING TRAIN.

B. Kiernan, of No. 209 Adams street, Brooklyn, was in the car which was struck in the middle by the outgoing train. He was particular to notice how the signals were displayed.

"While nearing the bridge approach," he said to an Evening World reporter, "I noticed that our train was taking the cut across the tracks. Looking out of the window I saw the semaphore set for the clear track for the train coming from New York."

"In a moment there was a crash and it was all over. To my notion the New York train had the right of way. At least the semaphore was down, giving it a clear track."

"It seemed a very long time before assistance came. We had a hard time getting out of the train. At first the guard would not let us out, saying it was against the rules, but I guess he was pulled away, and we got out on the tracks all right. Every one in the car was sent to the floor."

EYE-WITNESS'S STORY OF WRECK.

Herman Stern, an employee of the Empire Candy Company, at Ulmer Park, was a passenger on the Fifth Avenue train bound for New York.

"I saw the outbound train swing around the curve at full speed," he said. "I looked out because our train slowed down so suddenly. I saw the oncoming train swing out as it rounded the curve and the engine appeared to jump the track."

WOMEN IN PERIL FROM THIRD RAIL.

John Fottrell, sixty-one, living at No. 357 Second street, Brooklyn, was on the Fifth Avenue train coming in, and when the other train struck the car in which he was sitting he was thrown across the car, his head breaking a window.

"I am not hurt much," he said to an Evening World reporter, "except that I have a number of cuts and bruises which make me lame. I feel very sorry for the women in the train, and although unable to hold myself well I tried to see that they got out safely."

"Why in the world they did not turn off the current in the third or charged rail I do not know. But we were compelled to walk quite a distance along the tracks, and there was great danger continually of touching the charged rail. I suppose there was as much fear from that as from anything else."

"When I left there were two men under the forward truck of the derailed car. They were still alive, and their pleadings to be saved were pitiful. They were horribly mangled. We had to pass right by them."

"Some of the women collapsed and came near falling on the charged rail."

"There is not an acre of Anthracite Coal Land in Pennsylvania that can now be leased at less than 60 cents per ton royalty."

This company is operating its own property and will always do so, the work being pushed as rapidly as possible, but if this were not the case the property could be leased to-day to a large operating concern guaranteeing to produce 300,000 tons annually on a royalty basis of 60 cents per ton net to the company, which would mean a far greater profit than has ever been returned on any secured investment.

"The People's Co-operative Coal Company"

THE BLACK DIAMOND ANTHRACITE COAL COMPANY

HON. T. V. POWDERLY, PRESIDENT.

EDWARD PAYSON CONE, Secy. & Treas.

Capital, \$1,000,000. Par Value of Shares, \$1.00

FULL PAID AND NON-ASSESSABLE. NO BONDS OR PREFERRED STOCK.

MICHAEL C. GRIMES, of Scranton, Pa., an Anthracite Authority, states: "I am familiar with every part of the company's property, and all of its statements are most conservative. The coal is on every acre to an average depth of 87 ft. The estimate regarding the number of tons thereon is not guesswork, and if it were not a 'People's Company' the capital would be \$5,000,000 and the price of shares \$100 each."

THIS COMPANY OWNS ONE OF THE HIGHEST HARD-COAL PROPERTIES LOCATED IN THE HEART OF THE GREAT COAL FIELDS OF PENNSYLVANIA, AT BRANCHDALE, SCHUYLKILL COUNTY, NEAR POTTSVILLE, IMMEDIATELY SURROUNDED BY READING AND LEHIGH VALLEY COAL LAND, AND BY READING COLLIERIES THAT HAVE BEEN IN OPERATION FOR THE PAST FORTY YEARS.

The Philadelphia & Reading Railroad crosses the property and furnishes ample transportation facilities.

THIS COMPANY HAS NO ROYALTIES TO PAY ANY ONE. The Pennsylvania State Geological Survey and tests by prominent coal experts show that there are over 10,000,000 TONS OF HIGH-GRADE RED ASH COAL ON THE COMPANY'S PROPERTY, known as the Peter Starr Tract, and operated in a small way by David Starr, the former owner.

THE COAL IS THERE, and nothing remains but to mine and ship it. THE PRESENT SITUATION HAS CONCLUSIVELY DEMONSTRATED THE IMMEDIATE AND URGENT NEED OF A GREATER HARD-COAL PRODUCTION. The smoke-laden condition of the country in general and the large cities in particular certainly affords sufficient proof of the scarcity of Anthracite Coal as well as the all-important fact that the demand now equals if it does not exceed the supply.

The entire issue of stock could have been underwritten, but it is the object of MR. T. V. POWDERLY, the well-known labor leader, and recently United States Commissioner-General of Immigration, to present to the public for the first time in history an Anthracite Coal Company that is strictly A PEOPLE'S CO-OPERATIVE COMPANY, in which the people themselves would at last have an opportunity to share in the VAST PROFITS now going entirely into the pockets of the Coal Trust. THESE PROFITS AMOUNTED TO MORE THAN \$80,000,000 LAST YEAR.

MR. POWDERLY has probably done more for the laboring classes than any other single individual in America, and his great popularity is not to be measured by the confines of any one particular district.

He was the original advocate of a system to unite all branches of labor in one compact body, and through his personal efforts the order known as the Knights of Labor was brought into world-wide prominence. In 1879 he was elected General Master Workman, and was chosen nine times to the leadership of that powerful organization—a demonstration of confidence unparalleled in the history of labor movements throughout the world. Under his administration the membership of the Knights of Labor increased in one year from 80,000 to 700,000, and continued to climb upward until 1,500,000 were enrolled under his leadership. It may truthfully be said that his efforts in every direction have been attended with similar success.

Mr. Powderly is a PRACTICAL COAL MAN, and it would be impossible to place a more capable executive at the head of this company.

To give some idea of what an EXCEPTIONAL INVESTMENT is offered, we call the attention of the public to the fact that the large coal companies, all of which have to lease their land and the minerals thereon, and in consequence PAY royalties of from 40 to 60 cents per ton to the land-owners, make a NET PROFIT OF \$1.00 PER TON, so that this Company, with no royalties to pay, EARNs at least \$1.50 per ton net (based on the normal price of coal). The operation of a 125-acre with a daily capacity of 1,500 tons, working 300 days, means a total shipment of 450,000 TONS A YEAR, which, figuring at a profit of only \$1.00 PER TON, amounts to a total profit of 45 PER CENT. ANNUALLY on the capital stock of the Company. Working but 200 days at full capacity enables the Company TO DIVIDE among its stockholders 30 PER CENT. PER ANNUM. Profits to be divided quarterly.

A SMALL ALLOTMENT of stock is now offered for public subscription TO 45 CENTS PER SHARE for the purpose of securing additional working capital. Immediately upon the sale of this special allotment the stock will advance to \$1.00 per share.

SEND FOR FULL PARTICULARS AND DETAILED INFORMATION REGARDING THE COMPANY AND ITS PROPERTY. This offering is limited, and to secure allotment subscriptions must be forwarded at once. Address inquiries and make checks payable to the order of the Treasurer.

BLACK DIAMOND ANTHRACITE COAL CO.,

100 Broadway, New York.

FIRE AND DEATH IN TRAIN WRECK

Fireman Fatally Scalded and Brakeman Is Seriously Hurt in a Freight Crash.

A disastrous freight wreck occurred on the West Shore Road to-day near Harington Park, N. J. W. Randall, of Kingston, the fireman, was scalded to death and one of the brakemen injured internally and one of his arms broken. Engineer W. F. Miller was badly bruised and cut.

A freight train had been flagged on the main track and another freight in rounding a curve did not have time to stop, and the engine of the train following ran into the caboose.

The engine was thrown off the track and down an embankment and the loaded cars piled one on top of another. A few minutes after the wreck the cars took fire and burned fiercely for several hours.

Engineer Miller, when he saw a collision could not be averted jumped from the cab. He is not seriously injured.

William K. Vanderbilt is now the owner of Sir Philip Burne-Jones as much-talked-of painting, "The Vampire." The sale was made just previous to Mr. Vanderbilt's recent departure for Europe, and the price paid was \$18,400.

"The Vampire" is not now in this city. After Sir Philip's arrival in March it was placed on exhibition at Knoedler's, and has since gone to the rooms of the larger cities. At last accounts it was in Baltimore on its way back from the West.

Critics Were Not Kind.

Local artists will probably say that the painter has driven a very fair bargain with Mr. Vanderbilt. Indeed, America critics have had few gracious words for "The Vampire" or the other pictures in Sir Philip's collection.

When the painter and the customs officials differed over the amount of duty to be paid on "The Vampire" the local art world rang with sarcastic comments. The advertising artist and his work received through Kipling's poem seemed to be the sore point.

"Commercially Sir Philip values his work too modestly," said one, and "Artistically he values it extravagantly," chimed in another. "As a work of art it should not be valued at all," chorused all the artists, who read columns in the

papers about Sir Philip and his arrival, and more bitter dubbed the picture and the poem alike penny dreadfuls.

Society Took Him Up.
All this artistic disparagement did not interfere with Sir Philip's success. Society took him up and found him an accomplished gentleman. He opened a studio in the Bryant Park Building, and his first commission was from Lieber & Co. to paint his old friend, Kyrie Bell, the actor.

Recently Sir Philip was a visitor at Newport. He is now stopping with Mr. Trudett at Oyster Bay.

Sir Philip is a son of Edward Burne-Jones, the pre-Raphaelite painter. He inherited his father's literary instincts, but not all of his pictorial ability. His English home is at Rottingdean, where his cousin, Rudyard Kipling, also resides.



Philip Burne Jones.